

## **CHAPTER 9**

---

### **STATE MANDATED TRIENNIAL PROGRESS REPORT AND TRIENNIAL PLAN REVISION**

- ❖ **INTRODUCTION**
- ❖ **TRIENNIAL PROGRESS REPORT**
- ❖ **AIR QUALITY INDICATORS**
- ❖ **TRANSPORTATION PERFORMANCE STANDARDS**
- ❖ **TRIENNIAL PLAN REVISION**
- ❖ **STATE 8-HOUR OZONE STANDARD**



## **9. STATE MANDATED TRIENNIAL PROGRESS REPORT AND TRIENNIAL PLAN REVISION**

### **9.1 INTRODUCTION**

The California Clean Air Act (State Act) requires that we report our progress in meeting state mandates and revise our 1991 Air Quality Attainment Plan (1991 AQAP) to reflect changing conditions. The deadlines for both the Triennial Progress Report and the Triennial Plan Revision generally coincide with the federal Clean Air Act Amendments (Federal Act) requirements detailed in this 2007 Clean Air Plan (2007 Plan). The APCD has been working with ARB to lessen the burden of complying with these various state and federal mandates by minimizing potential duplications of effort and inconsistencies. This chapter reflects these efforts by summarizing how the development and adoption of this 2007 Plan satisfies the triennial update requirements of the State Act. Our 1994 CAP, ~~and~~ 1998 CAP and 2001 CAP addressed both state and federal requirements by identifying how the work performed for our specific federal mandates also satisfied our state mandates.

While this 2007 Plan contains “contingency measures” for federal purposes, these same measures represent “every feasible measure” pursuant to state requirements. Therefore, the planning process documented in this 2007 Plan is directly applicable to the state mandates.

This chapter will discuss each state triennial requirement and refer to the chapters in this document where the information complying with state requirements can be found. There are two major items required to be in the triennial update (Sections 40924 and 40925 of the California Health and Safety Code): a Triennial Progress Report and a Triennial Plan Revision. The Triennial Progress Report must assess the overall effectiveness of an air quality program and the extent of air quality improvement resulting from the plan. The Triennial Plan Revision must correct for deficiencies in meeting the interim measures of progress and incorporate new data or projections into the plan.

### **9-2 TRIENNIAL PROGRESS REPORT**

The Triennial Progress Report must assess the overall effectiveness of our air quality program and the extent of air quality improvement resulting from the plan. This 2007 Plan examines the emission reductions achieved from existing regulations. It also examines the change in emissions related to changes in population, industrial activity, vehicle use, and provides updated emission inventories out to 2020.

The control strategy presented in the 1991 AQAP failed to produce the state mandated five percent per year emission reductions, so the plan was approved under the “every feasible measure” option. The most relevant measure of progress is how well the APCD has maintained the schedule of adoption of all feasible controls as presented in that plan. Chapters 4 and 5 of this 2007 Plan document that “every feasible measure” is being adopted as expeditiously as practicable. In addition, Chapter 4 discusses our rule-making activity from 2001 to 2006.

The State Act also requires that we assess the extent of air quality improvement achieved during the preceding three years, based upon:

- 1) Ambient pollutant measurements,
- 2) Best available modeling techniques, and
- 3) Air quality indicators.

A summary of ambient air quality data for Santa Barbara County is presented in Chapter 2. Chapter 7 includes a maintenance demonstration of the federal 8-hour ozone standard using an attainment emission inventory approach that covers the second measure of air quality improvement. Air quality indicators provided by the ARB are presented and discussed in Chapter 2 .

### **9-3 TRANSPORTATION PERFORMANCE STANDARDS**

The State Act requires areas classified as having a "moderate" air quality classification for the state one-hour ozone standard, such as Santa Barbara County, meet the following transportation performance standard: a substantial reduction in the rate of increase in passenger vehicle trips and miles traveled.<sup>1</sup> ARB has defined substantial reduction as holding growth in VMT and trips to the same growth rate as population. This would equate to reducing VMT growth rates by more than one half the growth rates experienced during the 1980's. The annual VMT and population growth rates from 1987 to 2004 are shown in Figure 5-5 and discussed in Chapter 5.

### **9.4 TRIENNIAL PLAN REVISION**

The Triennial Plan Revision must correct for deficiencies in meeting the interim measures of progress and incorporate new data or projections into the plan. To satisfy these state Triennial Plan Revision requirements, Table 9-1 identifies what is required and how this 2007 Plan complies with the requirement.

---

<sup>1</sup> Recognizing the close relationship between vehicle trip making activity and VMT, VMT is considered a surrogate for vehicle trips by ARB for State Act performance standard monitoring

## 9.5 STATE 8-HOUR OZONE STANDARD

CARB has yet to classify areas with respect to the new state eight-hour ozone standard. While our air quality data show that the number of exceedances of this standard has declined significantly from a high of 98 days in 1988 to a low of 13 days in 2005 (see section 2.8), we clearly do not meet the standard. Although CARB has yet to issue any guidance with respect to developing eight-hour ozone standard attainment plans, we believe that the control strategies in this 2007 Plan will expedite progress toward attaining the state eight-hour ozone standard.

As discussed in Chapter 7, both NO<sub>x</sub> and VOC emissions from onshore and State Tidelands sources are predicted to decrease from 2002 through 2020. However, when NO<sub>x</sub> emissions from marine vessels in the Outer Continental Shelf are added to those from onshore and State Tidelands sources, NO<sub>x</sub> emissions in 2014 will be over 15 tons/day greater than those in 2002. With increasing difficulty in obtaining added reductions from onshore sources, further reductions will clearly need to come from controlling marine shipping activities in order to meet the state eight-hour ozone standard as well as to remain in attainment of the state one-hour ozone standard.

**TABLE 9-1**  
**TRIENNIAL PLAN REVISION REQUIREMENTS**

<b>CCAA MANDATE</b>	<b>APCD SUBMITTAL</b>
<b>Emission Inventory</b>	The updated 2002 attainment emission inventory is presented in Chapter 3.
<b>Air Quality Analysis</b>	Discussed in Chapter 2.
<b>Control Measures</b>	The control measure strategy is fully described in Chapter 4 and Chapter 5.
<b>Transportation Performance Standards</b>	Discussed in Chapter 5
<b>Emission Reductions / All Feasible Measures</b>	All feasible measures have been incorporated into this plan as described in Chapter 4 and Chapter 5.
<b>Expeditious Adoption/Implementation</b>	The schedule of adoption and implementation is provided in Chapter 4 and Chapter 5.
<b>Transport</b>	Discussed in Chapter 8, Section 8.3.3.
<b>Cost-Effectiveness</b>	A cost effectiveness analysis of the control measures is included in Chapter 4 and Appendix C of the 1991 AQAP and Appendix B of the 2001 Plan.
<b>Population Exposure</b>	Discussed in Chapter 2
<b>Contingency Measures</b>	The schedule of adoption of the control measures is included in Chapters 4 and Chapter 5.
<b>Public Education</b>	APCD public education efforts are outlined in Chapter 8 of the 2001 Plan.

